AGENDA SEASIDE CITY COUNCIL MEETING
MAY 23, 2011 7:00 PM

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. APPROVAL OF AGENDA

5. COMMENTS – PUBLIC

6. DECLARATION OF POTENTIAL CONFLICT OF INTEREST

7. CONSENT AGENDA

   a) PAYMENT OF THE BILLS - $172,334.48

   b) APPROVAL OF MINUTES – MAY 9, 2011 REGULAR MINUTES

8. UNFINISHED BUSINESS:

   a) SEASIDE TRANSPORTATION SYSTEM PLAN (TSP) LAND USE DECISION REGARDING PROPOSED:

      TSP COMPREHENSIVE PLAN AMENDMENT 10-044ACP, ORDINANCE 2011-02

      TSP ZONE CODE AMENDMENT 10-045ZCA, ORDINANCE 2011-03

      - COUNCIL DELIBERATION CONCERNING PUBLIC TESTIMONY AND REVISED DRAFT OF THE PROPOSED MODIFICATIONS TO THE TSP
      - DIRECTION TO STAFF REGARDING POTENTIAL MODIFICATIONS TO THE DOCUMENT & CONTINUE TO THE JUNE 13, 2011, CITY COUNCIL MEETING

   b) VACANCY – BUDGET COMMITTEE
      COMMUNITY CENTER & SENIOR COMMISSION

9. NEW BUSINESS:

   a) REQUEST – VOLUNTARY TOBACCO FREE PARKS INITIATIVE

   b) ORDINANCE 2011-06 – AN ORDINANCE OF THE CITY OF SEASIDE, OREGON, ESTABLISHING A TRANSPORTATION ADVISORY COMMITTEE

      - OPEN PUBLIC COMMENTS
      - CLOSE PUBLIC COMMENTS
      - COUNCIL COMMENTS
      - MOTION FOR FIRST READING BY TITLE ONLY – ALL IN FAVOR AND OPPOSED
      - MOTION FOR SECOND READING BY TITLE ONLY – ALL IN FAVOR AND OPPOSED

10. COMMENTS FROM THE COUNCIL

11. COMMENTS FROM THE CITY STAFF

12. ADJOURNMENT

Complete copies of the Current Council meeting Agenda Packets can be viewed at: ***Seaside Public Library and Seaside City Hall. The Agendas and Minutes can be viewed on our website at www.cityofseaside.us.***

All meetings other than executive sessions are open to the public. When appropriate, any public member desiring to address the Council may be recognized by the presiding officer. Remarks are limited to the question under discussion except during public comment. This meeting is handicapped accessible. Please let us know at 503-738-5511 if you will need any special accommodation to participate in this meeting.

CALL TO ORDER

The Regular meeting of the Seaside City Council was called to order at 7:00 PM by Mayor Don Larson.

Present: Mayor Don Larson, Council President Stubby Lyons, Councilors Tim Tolan, Don Johnson, Jay Barber, Dana Phillips and Tita Montero.

Absent: None

Also Present: Mark Winstanley, City Manager; Kevin Cupples, Planning Director; Neal Wallace, Public Works Director; Russ Vandenberg, Convention Center & Visitors Bureau General Manager; Bob Gross, Seaside Police Chief; Nancy McCarthy, Daily Astorian; Tom Freel, Northwest Broadcasters; and Rosemary Dellinger, Seaside Signal.

AGENDA

Motion to approve the May 9, 2011 agenda; carried unanimously. (Lyons/Johnson)

PROCLAMATION

Mayor Larson read a proclamation for Emergency Medical Week.

Susan Agalzoff, Medics Ambulance Operations Supervisor, presented the City Council and citizens of Seaside with a plaque from Medics Ambulance.

Mayor Larson read a proclamation for Peace Officers' Memorial Day.

COMMENTS – PUBLIC

Gini Dideum, 1941 Beach Dr., Seaside, stated the All America City delegation of eighteen people would be traveling to Kansas City June 14-18, 2011, to represent the City of Seaside. Out of the eighteen that would be attending eight would be paying their own way or were being sponsored by the group they represented. The group was very excited and had everything in order and the presentation put together which would be ten minutes. The presentation would consist of Tsunami Preparedness, the new Seaside Library, and the Skate Park. There would be a fundraiser on Sunday, May 15, 2011, 3:00 pm to 6:00 pm, at the Convention Center.

John Dunzer, 2964 Keepsake Drive, Seaside, stated he had a lot of good things to say about Larry Haller who loved the community of Seaside. Mr. Haller understood there was a difference between a Democracy and a Republic. The Astorian actually printed something that was worthwhile today, which was the difference between a Democracy and Republic. Mr. Dunzer further stated it was extremely important to him that when people were elected they understand what they were trying to do, and not just someone to carry out an opinion poll. These people were elected because the citizens hoped they would stay well prepared. Mr. Dunzer further stated after seven or eight years with the Transportation System Plan the majority of the people in the community still do not understand the difference between a Democracy and a Republic. Clatsop County had entire board of Commissioners that were elected because they do not understand the difference between a Democracy and a Republic, and the citizens do not understand either. Mr. Dunzer further stated the article should have been read instead of the proclamations.

Dale McDowell, 3760 Sunset Blvd., Seaside, stated the Daily Astorian wrote a nice story about Pam Fleming the City of Seaside's Landscaper, and there was also a story about the new banners that were put up in Seaside.

COMMENTS – STUDENT REPRESENTATIVE

Absent

PRESENTATION – NATIONAL AMERICAN MISS

Council President Lyons introduced Gayla Markle who was the Oregon representative for the National American Miss Scholarship Pageant, and would make a presentation. Ms. Markle's platform would be about logging.

Gayla Markle stated she was speaking on the important role that loggers had on the environment. Oregon was the first in the nation to adopt the Environment Forestry Practices Act which has been a national model for environmental protection during timber harvest and reforestation. The state of Oregon was a leader in governing forest operations to ensure the continued growing and harvesting of trees while protecting soil, air and water quality, and fish and wildlife resources. Miss Markle further stated in conclusion it had become her desire to educate the public about the logging industry. Loggers cared about the resources and had an important role in protecting the environment.

Mayor Larson asked when the Loggers Memorial would be.

Miss Markle stated the Loggers Memorial would be this weekend at Camp 18.

CONFLICT

Mayor Larson asked whether any Councilor wished to declare a conflict of interest.

No one declared a conflict of interest.

CONSENT AGENDA

Motion to approve payment of the bills in the amount of $462,205.69; and April 25, 2011, minutes; carried unanimously. (Tolan/Lyons)

PROPOSED - SEASIDE TRANSPORTATION SYSTEM PLAN

Mayor Larson stated Council had the Seaside Transportation Plan (TSP) Land Use Decision Regarding Proposed: TSP Comprehensive Plan Amendment 10-044ACP, Ordinance 2011-02 and TSP Zone Code Amendment 10-045ZCA, Ordinance 2011-03. Mayor Larson further stated the last several meetings Council took public testimony and the Public Hearings were closed on April 25, 2011. Council asked to have the written testimony portion left open until May 4, 2011, and Council had not received any written testimony as of that deadline so there was not any additional testimony to add. Mayor Larson further stated at this time Council would be considering the changes submitted by the Planning Commission. Kevin Cupples would bring Council up to date and guide Council through the changes. Council would review each item one at a time to see if there was a consensus from Council or if there were changes that needed to be made.

Kevin Cupples, Planning Director, stated the public testimony concerning the TSP had now been concluded and Council was ready to begin deliberation. The minutes reflected the testimony that was offered before the Council, and staff prepared a document that summarized and responded to the oral and written public testimony. The information was included in a matrix and the responses could be discussed by the Council to determine if modifications to the TSP were justified. Mr. Cupples further stated the Planning Commission also heard public testimony during their review of the TSP which led to a number of recommended changes to the TSP documents and they were included in the recommendation. Council would need to review each of the proposed modifications in order to determine if they support, in whole or in part, the Commission's recommendation. The Commission's recommended changes were included in the Council packet and were attached for review. Mr. Cupples further stated the numbers indicated with a 5 were actually direct testimony from the public to the Planning Commission and were recommended changes actually at the staff level. The numbers indicted with at 6 were items the Planning Commission recommended as additional information that was covered.

Mr. Cupples stated staff would start out with 5a. one of the items that were brought up in public testimony regarded flooding concerns. Mr. Cupples read 5a.

5a. Flooding- Amend the flooding text in the TSP (Page 3-29) to include the Port of Astoria and Gearhart as contributing entities. The third to the last sentence would be revised to read, "In 2009, the Cities of Astoria, Cannon Beach, Gearhart, Seaside, and Warrenton, along with Clatsop County, the Port of Astoria, and ODOT, agreed to pool resources for a hydraulic study." The additional text suggested by the hydrologist is very specific and unnecessary.

Mr. Cupples stated there was actually a fairly lengthy paragraph that the hydrologist had suggested putting in that actually added more detail then the Planning Commission thought was necessary and that information was pared back. The information that was quoted in the finding would be incorporated into the TSP document.

Mayor Larson stated that information was on Page 3-29 and was concerning the flooding. Mayor Larson asked Council what their thoughts to the changes were.

Councilor Tolan stated the information seemed appropriate since those entities were involved and he liked the recommendation.

Council consensus on the information that was quoted.

Mr. Cupples read 5b.

5b. Bypass- Amend the bypass text in the TSP (Page 3-29) to include regional nature of such a facility. The text preceding the steps would be revised to read, "A number of steps are required to forward a bypass. Based on the regional implications, the following steps should include the participation of stakeholders throughout Clatsop County."

Mr. Cupples stated the information that would be added to the text was directly noted in quotes.

Councilor Tolan asked Mr. Cupples to define forward.

Mr. Cupples stated forwarding the bypass would just be putting that forward or furthering.

Mark Winstanley, City Manager, stated maybe moving it forward.

Councilor Montero stated furthering.

Mayor Larson asked if the word would replace all six steps.

Mr. Cupples stated it would be a revision of the one sentence.

Councilor Montero asked if that was adding a sentence after forward a bypass.

Councilor Barber asked for the sentence to be read as it would be stated.

Mr. Cupples asked if Council was interested in changing the word forward to further.

Council agreed they were interested in changing the word to further.

Council President Lyons asked where it states "the following steps should include the participation of stakeholders throughout Clatsop County" would that be the same stakeholders that was mentioned in 5a. under flooding.

Mr. Cupples stated that would be correct and perhaps more. The flooding was very specific because it actually involved individuals that were contributing for that study and according to Duane Cole, County Manager, Council may be looking at a very far reaching group of individuals that would need to be considered as far as bypass work would go.

Mayor Larson asked to take out the word forward and read the information with the word further.

Mr. Cupples stated "A number of steps are required to further a bypass. Based on the regional implications, the following steps should include the participation of stakeholders throughout Clatsop County."

Mayor Larson asked Councilor Montero if she was comfortable with the wording.

Councilor Montero stated she was comfortable and liked the word. Councilor Montero further stated the only thing she could think of was that there might be more people then were mentioned in the flooding and there actually could be more stakeholders outside Clatsop County.

Councilor Johnson asked if the State of Oregon could be added, like the legislature.

Councilor Montero stated maybe even federal funds. Councilor Montero further stated she would like the words "include the participation of all identified stakeholders", and leave out throughout Clatsop County.

Mr. Winstanley stated what if it said "should include the participation of all required stakeholders".

Councilor Phillips stated you would need to define required. Councilor Phillips further stated she would rather staff look at the information and did not want verbiage to bring to many people to decide what needed to be done in the community of Seaside.

Councilor Tolan stated he agreed with Councilor Phillips.

Mayor Larson stated the information would be given to staff for verbiage.

Council agreed there was a consensus.

Mr. Cupples read 5c.

5c. F&G Realignment- Amend the F&G text in the TSP (Page 3-19) to include Option 4. The last sentence in the paragraph would be revised to read, "Four options are carried through the planning phase (shown as Figure 3.13): Option 1: Realign Avenue F only; Option 2: Realign Avenue G only; Option 3: Realign both Avenues F and G; and Option 4: Retain current alignment and signalize F. If necessary, establish coordinated signalization at Avenue F & G.so they operate as one light." No additional amendments are necessary to support the forth option.

Mayor Larson stated what were doing was removing the last sentence in the paragraph that started with "three options are carried".

Mr. Cupples stated that was correct.

Councilor Montero stated she understood the TSP was basically a set of concepts and was not the plan and was not every single project. Councilor Montero asked if there were four options added would that limit the City in the future to not look at any other options.

Mr. Winstanley stated he did not believe it would and as Council worked their way through improvements of the Avenue F and G intersection, by the time it was all done it would not be as simple as option 1, option 2, option 3, and would be some combination. Mr. Winstanley further stated one of the reasons option 4 was added was because there had been a great deal of discussion, and in order to adequately identify the fact that there was a great deal of discussion on all four of the options it might be important to add the option four also.

Councilor Montero stated she was glad to see that happen because there had been a lot of discussion.

Councilor Barber stated the options were left open and as the plan was looked at down the road in twenty years it was good to leave open as many options as possible

Mr. Winstanley stated Councilor Montero had defined it well in that these were concepts and the planning and design phase had not even been entered into.

Mayor Larson asked if there was a consensus.

Council agreed there was a consensus.

Mr. Cupples read 5d.

5d. Three Lane from C to G- Amend widening project 8 in the TSP (Page 3-18) from G to Holladay by adding an additional three lane widening from C to G. The following text would be added below Table 3.9, **8a. US 101 Cross-section – Three Lanes between Avenue G and Avenue C.** US 101 would be expanded to three lanes between Avenue G and Avenue C. This would create future continuity with the widening between G and Holladay and act as a preliminary phase to the F & G realignment (see project 9). This project would provide benefits similar to those previously discussed under the G to Holladay widening by providing a three lane cross section that will promote safer and smoother traffic flow along US 101 by eliminating the queues that currently develop when vehicles stop in the travel lane to turn left. Table 3.9.1 presents the cost estimate for the US 101 cross section between Avenue G and Avenue C.

Table 3.9.1 US 101 Cross-section Cost Estimate – Avenue G to Avenue C

Improvement	Estimated Cost (2010 $)
8a. US 101 widening to three lanes between Avenue G and Avenue C	$923,000.00

This project would also be added to Table 3.25 starting on TSP Page 3-50.

Mayor Larson stated this was one of the most marvelous changes.

Councilor Montero stated she was not visualizing the change.

Mayor Larson stated it was really three lanes from Avenue C.

Councilor Montero stated it was already three lanes.

Mr. Cupples stated but the three lanes did not go past Avenue C.

Councilor Barber stated it really provided a right or left turn lane all the way down the highway.

Mr. Cupples stated a three lane would continue from Avenue C all the way down to Holladay. Right now the way the TSP was crafted as it reads right now, although anticipated the plan would be dealt with when Avenue F and G were done but there was no clarification. Mr. Cupples further stated one of the Planning Commissioners raised the issue saying "why don't we make sure there were at least three lanes through that area which may be in place of even having a stoplight". The plan would break out a very small project and maybe a preliminary phase to one of the other projects, but at least there was continuity from Avenue C clear down to Holladay with three lanes. This was one of the things that people wanted to see in the plan.

Councilor Barber stated on a busy weekend if you were driving down that stretch of highway and someone was trying to make a left turn the traffic was backed all the way down to 24th.

Mr. Cupples stated that may be one of the biggest bottlenecks that Highway 101 had that backed up traffic.

Mr. Winstanley stated the other issue that would be addressed would be under the current layout which encouraged people to do something illegal and by adding the center turn lane and relatively soon would get rid of that problem which caused a number of safety issues.

Councilor Tolan asked if this would take priority of adding a three lane to Avenue G to Holladay.

Mr. Cupples stated every item or project that was identified in the plan was targeted for a certain time or window but the exact timing was dictated throughout the plan. It may all be driven on what type of funding could be received to get a project done. Mr. Cupples further stated there were concerns raised previously about whether or not certain pedestrian bridges would be first over another because some were further out in the plan. If there was funding and they were prioritized as they still were in the plan once they were in there it was still a potential funding project. It was recommended that the plan or idea was followed but that does not mean that you are locked into it.

Mayor Larson thanked the Planning Commission for finding this information.

Mr. Winstanley asked if there was a consensus on 5d.

Council agreed there was a consensus.

Mr. Cupples read 5e.

5e. Constrained Right of Way – Amend the available right of way in the TSP (Page 3-17) project 7 to reflect the available width. The last sentence in the second paragraph would be amended to read, "Available right-of-way through this section appears to be between 62 and 110'. The initial response to the five lane included a timing component for this project so that it would not be considered until other projects were completed; however, due to the level of concerns expressed over the potential impacts from this project and the fact this project is considered outside the 20 year time frame, the following text should be added to the first paragraph explaining this project is outside the twenty year timeframe.

"Although this project received strong support during the development of the TSP, public concerns expressed over this project's potential impacts to the surrounding uses has removed it from the list of projects in the Very long category. This project may be reclassified as one of the Considerations for the Next TSP Update identified later in this Chapter." The reference to this project will also need to be removed from Table 3.25 in TSP (Page 3-50). The consultants have been contacted to determine if there are any adverse impacts associated with this proposed amendment to the plan.

Mr. Cupples stated the last sentence regarding the consultants could be deleted. The consultants had been contacted and they did not see any conflict with removing that or moving it outside the long range section.

Mayor Larson stated does that mean the Planning Commission told you to talk to the consultants and now that you have talked with them the whole sentence could be removed.

Mr. Cupples stated they wanted to make sure they were not undermining something critical and the consultant said "well it was an important project for the future function of the highway but was not considered in the plan under the twenty year but was outside the twenty year plan" so they did not see any harm in moving it outside of that.

Mr. Winstanley stated this does bring up an item that was important to remind Council and to make sure the audience understood that the Transportation Systems Plan would be a living document and would need to be reviewed every so often. Something that was talked about was that even though this might be pushed farther back and not be a project within the twenty year time frame every five years Council should go back and review the TSP if not more often and, Council may because of changes to the City, funding or opportunity may want to add it back in.

Mayor Larson stated the now 62' and 110' would be left in and would go right in between the two paragraphs.

Mr. Cupples stated that was correct. That was actually leading into a misconception of how much impact you might have on neighboring properties. If you had the 90 plus foot wide right-of-way up to 110' there was very minimal impacts on the surrounding properties. With it actually at 62' to 110' when you widen the lanes out you would have a greater impact and that was what was testified to by the public.

Councilor Montero stated what she was understanding was the language puts this outside the twenty year plan and she would want to be sure that elsewhere in the document where things were listed as a near project, middle project, far project, and beyond the twenty year project that all that in the document was consistent to determine that. Councilor Montero stated if funding came along anything outside the twenty year span would not be the first thing that was looked at, but would look at other things that were within the twenty year span. Ms. Montero further stated she agreed with Mr. Winstanley that this was a living document that would need to be reviewed at least every five years.

Mr. Winstanley stated the reference to 3.25 and page 3-50 was a chart that identified projects as being short, medium, and long term and this would remove this project from that chart so that it no longer would even be listed as a short, medium, or long term project.

Councilor Barber stated his only concern was that we do not lose track of the project so somewhere in the document in the appendix or somewhere we keep track of it.

Mr. Cupples stated that was being done by keeping the reference in the plan. Because you have items that were classified as beyond the twenty year and would be something that could be referred to at future TSP updates if that were necessary. It had not been forgotten but it was not even on the over twenty year plan and had been taken out of that category.

Councilor Johnson stated he was ok with the changes.

Council President Lyons stated the Planning Commission did a tremendous job.

Mr. Cupples asked if Council was ok with taking out the last sentence.

Council agreed there was a consensus.

Mr. Cupples read 5f.

5f. Minimize Impacts & Notification of Project Design – Amend the Comprehensive Plan Policy 1 in TSP (Page G-46) to include impact reduction and design notification text. The following text would be added at the end of the policy, "and future designs must attempt to minimize impact to the abutting properties and their uses. The City and the Oregon Department of Transportation shall work cooperatively to notify property owners that abut TSP projects at the time design funding is approved so they can provide input at an appropriate time."

Councilor Montero asked in order to get design funding did there need to be a design first.

Mr. Cupples stated there did not need to be a design first. The funding would be received so that the design could be done.

Councilor Barber stated this was a good example when the public cared about giving input. The Planning Commission responded to this concern that was addressed. Councilor Barber stated he was in strong support of item 5f.

Councilor Phillips stated she agreed with Councilor Barber.

Council agreed there was a consensus.

Mr. Cupples read 5g.

5g. Minimize Impacts from Shared Use Pathways – Amend the Shared Use Pathway text in TSP (Page 3-41) to consider least impact option. The second sentence would be amended to read, "The US 101 Path should be extended north to the city limits and North Gateway Park, as well as south to the city limits unless it is shown that a more traditional sidewalk and bike lane would minimize the impacts to abutting properties due to right of way constraints."

Mr. Cupples stated this was brought up concerning impacts to neighboring properties and why was a huge facility being put in if businesses were going to be harmed by it and should that be minimized as much as possible.

Councilor Tolan stated what we were looking at right now was from 1st to 7th Avenue there was a bike path and to extend that North.

Mr. Cupples stated that was correct or something like that.

Mr. Winstanley stated it would give the flexibility to be able to look at something like that rather then just having a policy in place saying it would be like this. There was enough language to allow other options.

Mr. Cupples stated if you tried to go north and had a constrained right-of-way and a joint use pathway could be added but part of the factory outlet would be taken out. An alternative design could be used but wouldn't work because you are constrained and then a different option could be tried.

Councilor Tolan stated the plan would be a more traditional sidewalk and bike lane next to the sidewalk joining the road.

Councilor Montero stated but the shared use pathway puts them together and actually saves a little footage.

Mr. Cupples stated we are starting to talk about the details of a design and what we were trying to do was add flexibility into the design. How was one design going to impact over the other design and if there were constraints then work within those constraints also.

Councilor Montero stated basically it was saying we do not have to do it the same way all the way through town.

Council agreed there was a consensus.

Mr. Cupples read 5h.

5h. Consideration of Modified Designs – Amend the Table 3.1 in TSP (Page 3-4) to recognize an additional footnote that will permit modifications subject to safety and operational constraints. Footnote 5 would be added to read, "5. When proposed improvements to existing roadways are constrained by limited right-of-way or existing improvements, these standards may be further modified; provided public safety and operational concerns can be adequately mitigated." The number 5 would be noted at the table heading.

Councilor Montero stated this gives more flexibility.

Council agreed there was a consensus.

Mr. Cupples read 5i.

5i. Reclassification of Street Segment – Amend Figure 3.2 in the TSP (Page 3-5) to reflect the Minor Collector designation for that portion of 12th Avenue between Necanicum Drive and Franklin.

Mr. Cupples stated this was brought up by individual property owners that lived within that section and was discussed at a staff level. There did not seem to be any harm and it also provided additional flexibility in order to allow the design to fit within the community.

Councilor Montero asked if the map was figure 3.2 because she did not have a page 3-5.

Mr. Cupples stated that was the figure and he tried to make page references; it was not written on the page but was in between the two numbers.

Councilor Montero asked Mr. Cupples to explain the information more.

Mr. Cupples stated within the classification of streets there were certain cross sections that were recommended or certain flexibility in the cross sections. Rather then having a higher class street it was dropped one level down because it wasn't serving the higher level function and by dropping it down it would actually allow a roadway that fit within the right-of-way that already existed there.

Mr. Winstanley stated if Council adopted the TSP you have classified all of your roads everywhere from a principal arterial all the way to a local road. Each one of the classifications had with some flexibility with certain types of design standards that would be looked at from now on when the roads needed to be improved, for example. By dropping down a classification it would be less impactful.

Councilor Montero stated on 12th Avenue from the river up to Downing the street has been made a lower classification.

Mr. Cupples stated that would be correct up to Franklin.

Mr. Winstanley stated it was a lower classification from Franklin up to the Prom because of the type of road. The changes would make it the same classification from Necanicum all the way to Prom.

Mr. Cupples stated instead of a major it was a minor.

Mayor Larson asked even when power poles and other things were moved the street would still be the same classification.

Mr. Winstanley stated it would not change the project at all.

Council agreed there was a consensus.

Mr. Cupples read 5j.

5j. Modify Avenue S Cross-section – Amend the cross section description at the introduction of project 10 in TSP (Page 3-21) to reflect a 40' wide design. The second sentence would be amended to read, "From US 101 east to the bridge crossing Neawanna Creek, Avenue S would have a 10' wide shared pathway on the north side, two twelve foot travel lanes, and a 6' sidewalk on the south side (Figure 3.15)." Figure 3.15 would be amended to reflect the 40' wide cross-section.

Mr. Cupples stated this was brought up by one of the neighboring property owners that had actually owned property on the north side and south side of Avenue S. The cross section that was being proposed in the plan would in fact impact the properties because of the right-of-way width. Rather then saying lets put a 45' wide street through a 40' right-of-way the design could be changed to get a 40' wide street that fits in the right-of-way. That was the proposal.

Mayor Larson stated the 40' shown on the design would be 40'.

Mr. Winstanley stated that was correct.

Councilor Montero stated basically there would be a sidewalk on one side and a shared bike path.

Mr. Cupples stated it was kind of the first step into what you were planning to see on Wahanna Road, this was like the intermediate step. It had not potentially dropped everything off of the outside of the road but it had provided that combined lane on the north side which was consistent with the rest of Wahanna.

Mr. Winstanley stated the major difference in this case was that on the original layout there were bike lanes on both sides of the road and now there would be a very wide sidewalk where bikes could share and just a sidewalk on the other side.

Council agreed there was a consensus.

Mr. Cupples stated now Council was into the items that were directly brought up by the Planning Commission members at the time they were reviewing the document. These were additional items that were added.

Mr. Cupples read 6a.

6a. Chamber of Commerce Reference – Amend the Chamber of Commerce reference in TSP (Page 3-16) so the second to the last sentence in project 6 will read, "The building in the northeast quadrant of this intersection is occupied by the Seaside Chamber of Commerce and the Seaside Visitor's Bureau; and, it has adequate setback to accommodate this widening."

Councilor Montero stated this was making it more accurate.

Council agreed there was a consensus.

Mr. Cupples read 6b.

6b. Include Missing Cost – Amend Table 5.1 in TSP (Page 5-2) for Project 8. This table will include the cost of "$2,133,000".

Councilor Montero stated somebody was being observant.

Council agreed there was a consensus.

Mr. Cupples read 6c.

6c. Additional Bypass Policy – This policy would be added to the Comprehensive Plan TSP Appendix G (Page G-47). The policy would read, "15. While it is recognized that a bypass of Highway 101 is outside of the Seaside TSP considerations, as a interested stakeholder, the City of Seaside will actively participate with Clatsop County's efforts to consider the future development of a bypass highway that would extend from Highway 26 to Highway 30 along with other municipalities, the Oregon Department of Transportation (ODOT), and the Federal Highway Administration." This text is supported by the written comments proposed by Commissioner Carpenter.

Neal Wallace, Public Works Director, stated it should say "as an interested stakeholder".

Mr. Cupples stated staff would change the a in front of interested stakeholders to an.

Council agreed there was a consensus.

Mr. Cupples read 6d.

6d. Additional Flooding Policy – This policy would be added to the Comprehensive Plan TSP Appendix G (Page G-47). 16. The policy would read, "While it is recognized that the flooding of Highway 101 south of Seaside is outside of the Seaside city limits, as an interested stakeholder, the City of Seaside will support the County wide efforts to solve the flooding problem and seek funding to develop the solution." This text is supported by the written comments proposed by Commissioner Carpenter.

Council agreed there was a consensus.

Mr. Cupples read 6e.

6e. Additional Transportation Policy – This policy would be added to the Comprehensive Plan TSP Appendix G (Page G-47). 17. The City of Seaside shall establish a Transportation Advisory Commission that will conduct a public review of transportation projects identified in the Transportation System Plan (TSP) at the time project design funding is programmed or secured. This Commission is intended to provide affected parties a venue to provide early, open, continuous, and meaningful opportunity to influence decisions about proposed transportation activities within the urban growth boundary. It would also be the Commission's responsibility to provide input concerning periodic updates and major revision to the adopted TSP. This text is supported by the written comments proposed by Commissioner Carpenter.

Councilor Montero stated if Council put that information in the TSP then at some point do we have to develop this Commission and put it in the ordinances.

Mr. Winstanley stated that would be correct. If Council would like staff to pursue putting together the ordinance that would form the Transportation Commission then that could be done in parallel to your process with the Transportation System Plan. Staff needed Council's guidance to whether that would move along with this or wait until a later time.

Councilor Phillips stated the ordinance should be done parallel to the process.

Councilor Montero agreed.

Councilor Barber stated in hindsight it would have been great to have this Commission placed through this process so lets do it now.

Mayor Larson asked staff to take care of the ordinance.

Mr. Winstanley stated staff would put together the draft ordinance and Council could consider it like any other ordinance.

Mayor Larson stated this was a huge item and it was wise to be ready.

Council agreed there was a consensus.

Mr. Cupples read 6f.

6f. Shorten Zoning Ordinance Amending Text – Pages G-9 through G-19 all include a reference to Section 3.022 6 for a General Transportation Facility Improvement and 3.023 13 for a Significant Transportation Facility Improvement. The original intent was to define these in the definitions Section 1.030 (Page G-8 and G-9) so it could simply be referenced in each zone.

Each zone should include the text in Section 3.022 6 under the permitted uses and the text in Section 3.023 13 under the conditional uses in an effort to remove the redundant text being proposed in each zone.

Mr. Cupples stated this was really just housekeeping of a document. When the consultants crafted the language and put it in every single zone there was a much easier way just to make a reference to it and not repeat it over and over again. This would cut down on ordinance text but does not fall out and was the same but was referencing back.

Council agreed there was a consensus.

Mr. Cupples read 6g.

6g. Correct the Removal of Needed Text – Page G-26 proposed the elimination of Zoning Ordinance Section 10.080. This entire section needs to be retained and should not be deleted from the Zoning Ordinance.

Councilor Montero asked why someone thought they needed to delete it in the first place.

Mr. Cupples stated through the whole process there were amendments to the zoning ordinance and then they were changing or modifying text. There was text taken out because they were referencing it elsewhere and were told that it could not be taken out. They were getting carried away with what was being taken out.

Council agreed there was a consensus.

Mr. Cupples read 6h.

6h. Clarification of Significant Traffic Review Trigger – Amend the text in Section 3.404 (Page G-31) to clearly recognize prior demand by adding more text. The last sentence in the third paragraph would be amended to read, "An evaluation of compliance with the standards of this Overlay Zone shall be conducted by ODOT and the Seaside Planning Commission, and shall comply or be brought into compliance prior to the issuance of any permits or approvals; if any of the following circumstances will generate a significant number of additional trips over the prior use."

Mr. Cupples stated the "over the prior use" was something that the Planning Commission thought they understood but sounded like it was maybe a little too hidden. There was a little bit of text to try and make sure people understood it was over the prior use and not what was currently there. The building was vacant and we would look back at what was there before more significant trips were generated.

Mayor Larson stated you are changing the third paragraph evaluation of compliance.

Councilor Montero stated she sees it as a clarification rather then just saying there were a significant number of additional trips it was giving you the comparison.

Councilor Tolan stated you know what the prior use was but how do you know about the transportation or traffic that was involved.

Mr. Cupples stated there was a table that was referenced directly in the text. There was an engineering document that basically takes a use and says here are the number of trips peak hour, and the number of daily trips for whatever the use was. Mr. Cupples further stated what he would do to recognize that would be saying I have the use, now in comparing the next use that someone was proposing, was that higher or lower or does it trip the trigger and the trigger was five hourly trips, five trips in peak hour or thirty daily trips.

Councilor Montero stated the rest of this what it means is these are the four instances that would cause this evaluation of compliance to be made.

Mr. Cupples stated they tried to put down pretty much anything that was going to happen but the anything only counts if you are going to generate a significant number of trips. They wanted to try and cover anything that was happening but also did not want to chase after things that they didn't care about. Mr. Cupples further stated there was a coffee stand that if it were replaced and 24 square feet were added then they would need to go through a landscape and access review currently with the Planning Commission. If the TSP was passed then it would most likely bypass the review but what they were talking about now would not bypass anything. That was the level of scrutiny that would have to be looked at saying well is it going to or is it not.

Mr. Winstanley stated this item brings up something that certainly had a lot of conversation. As the process had been gone through one of the really nice things about the TSP and the changes that were being made was it keeps it from being a mystery for someone who was coming in and wanted to do something. Things were now being put in writing that these were the things that you may have to go through if you were going to change the use of the piece of property. Up until now it was what the Planning Commission and Mr. Cupples thought was appropriate and now it would be defined better.

Mr. Cupples further stated you would also need to check with ODOT because they actually regulate the access permits onto the highway.

That was not written anywhere in the Zoning Ordinance and unless someone came in and talked to us if they were just looking at the Zoning Ordinance they may think it was a piece of cake when in fact they would need to speak to the permit authority which may even require a traffic impact analysis in order to even say that someone had a chance to do what you wanted to do.

Councilor Montero stated and to make it easy for people it was not something that could be put as an addendum or footnote in the Zoning Ordinance.

Mr. Cupples stated it will be under this in big bold letters and signs.

Mr. Winstanley stated it would not be hidden anymore and anyone could pick this up read through it and know the kinds of things that they would need to take a look at as they work their way through the process.

Council President Lyons stated just like a playbook.

Council agreed there was a consensus.

Mr. Cupples read 6i.

6i. Recognize Public Input – Provide an additional Appendix that recognizes the amendments made to the draft TSP based on concerns expressed during public testimony and deliberation by the Planning Commission.

Mr. Cupples stated one thing you may want to add was Council's public testimony. It ended at the Planning Commission and Council may want to also have the same information so that you have a document that won't be a mystery about who said what, who was there, what was done, and everything would be clear. The Planning Commission said all of the public testimony needed to be documented so that it was not forgotten.

Councilor Montero asked if Council could just add "and City Council" so that it all becomes part of the document.

Mr. Winstanley stated that would be fine.

Councilor Tolan stated lets say we don't add anything from the City Council, was that necessary.

Mr. Cupples stated Council did not have to have it in but already had public testimony and a matrix of the public testimony which would be given to Council to study before the next City Council meeting.

Councilor Montero stated this adds to the transparency.

Council agreed there was a consensus.

Mr. Cupples gave Council copies of the public testimony matrix to review at the next meeting.

Mr. Winstanley reviewed each of the items to make sure he had the information wrote down correctly.

Mayor Larson stated we have done extremely well and he just wanted to thank the Planning Commission members for the detail which was obvious they had spent hours and hours on. Mayor Larson further stated it was absolutely marvelous and really was the way the system should work. There were staff recommendations that Council had made and things to consider. Staff had the changes to bring Council up to date.

Mr. Cupples stated if Council looked at the matrix the very first section was actually the very first public hearing on April 11, 2011, where public testimony was heard, and the matrix went down in the order that individuals testified. On the right hand side there was a response which may be directed toward the TSP or items Council just finished reviewing and that the Planning Commission basically addressed.

Mayor Larson asked if the staff response went to the individuals that testified.

Mr. Cupples stated that did not go to the individuals that testified.

Mayor Larson stated individuals received answers at the Planning Commission public testimony.

Mr. Cupples stated there was written copies provided to the individuals that attended the Planning Commission hearings.

Mayor Larson asked if that would be done with the individuals that testified at the City Council public hearings.

Mr. Cupples stated staff would be happy to send that information out to the individuals.

Mayor Larson stated he would like to see that done.

Mr. Winstanley stated staff would prepare the changes and give Council an opportunity to review the information and come back to discuss at the next Council meeting.

VACANCY – BUDGET COMMITTEE

Mayor Larson stated there was one vacancy on the Budget Committee with no applications received. Mayor Larson asked the press to advertise the vacancy.

ORDINANCE #2011-05

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SEASIDE, OREGON, PURSUANT TO ORS 223.112 – 223.132, SETTING A PUBLIC HEARING EXTENDING THE TERM OF THE ASSESSMENT DISTRICT FOR ECONOMIC IMPROVEMENT, KNOWN AS THE "DOWNTOWN MAINTENANCE DISTRICT"; REPEALING ORDINANCE NO. 2010-01, AND ALL ORDINANCES IN CONFLICT

Mayor Larson asked for public comments, there were no public comments.

Mayor Larson asked for Council comments, there were no Council comments.

Motion to place Ordinance 2011-05 on its third reading by title only; carried unanimously. (Tolan/Lyons)

Motion to adopt Ordinance 2011-05; carried with the following roll call vote: (Phillips/Tolan)

YEAS: LYONS, JOHNSON, MONTERO, BARBER, TOLAN, LARSON, PHILLIPS
NAYS: NONE
ABSENT: NONE
ABSTAIN: NONE

FINAL – TURNAROUND IMPROVEMENT

Neal Wallace, Public Works Director, stated Pacific Timber LLC had issued the one-year warranty for work on the Turnaround Pavers Project and for the project to be closed. The original bid was $45,874.49 and there was one change order resulting from existing concrete that was too thick to demo without calling in specialized equipment. That change order brought the total contract for Pacific Timber to $47,259.50. The City hired Borland Electric to replace some old electrical conduits and possible abandoned water lines. The charge for their work was $2,028.99, which brought the total contract cost to $49,288.49. Mr. Wallace further stated because the job was short and completed within one billing cycle, there had been no retainage withheld. Staff recommended Council approve Pacific Timber's request, accept the warranty, authorize the payment of $47,259.50, and finalize the Turnaround Paver Project.

Motion to approve the final bid from Pacific Timber LLC and release the remaining funds of $47,259.50; carried unanimously. (Montero/Barber)

RESOLUTION #3732

A RESOLUTION OF THE CITY OF SEASIDE, OREGON, EXTENDING SEASIDE'S WORKERS' COMPENSATION COVERAGE TO VOLUNTEERS OF THE CITY OF SEASIDE

Mr. Winstanley stated the resolution had no changes and was a resolution that Council needed to adopt every year and was a requirement of the City's insurance.

Mayor Larson asked for public comments, there were no public comments.

Mayor Larson asked for Council comments, there were no Council comments.

Motion to read Resolution #3732 by title only; carried unanimously. (Barber/Johnson)

Motion to adopt Resolution #3732; carried unanimously. (Tolan/Montero)

VACANCY – PARKS ADVISORY COMMITTEE

Mayor Larson stated there were three vacancies on the Parks Advisory Committee and three term expirations from Tom Horning, Jason Boyd, and Warren Anderson, who wished to be reappointed.

Motion to reappoint Tom Horning, Jason Boyd, and Warren Anderson for the Parks Advisory Committee; carried unanimously. (Johnson/Montero)

Term Expiration for Tom Horning, Jason Boyd, and Warren Anderson would be March 31, 2014.

VACANCY – COMMUNITY CENTER & SENIOR COMMISSION

Mayor Larson stated there were four vacancies on the Community Center and Senior Commission with three term expirations from Doris Snodgrass, Joe (Fred) Fisher, and Joan Boesen., who wish to be reappointed. Mayor Larson stated there was also a vacancy that needed to be filled from Dorothy Johnson who had passed away. Mayor Larson asked the press to advertise the vacancy.

Motion to reappoint Doris Snodgrass, Joe (Fred) Fisher, and Joan Boesen for the Community Center and Senior Commission; carried unanimously. (Barber/Phillips)

Term Expiration for Doris Snodgrass, Joe (Fred) Fisher, and Joan Boesen would be June 1, 2014.

COMMENTS – COUNCIL

Councilor Johnson thanked the Planning Commission and staff for all the hard work preparing the information that Council reviewed this evening.

Councilor Barber stated the meeting started this evening with a lecture on Democracy and Republic and tonight there was a good demonstration with a citizen in a Democracy speaking his mind and insulting the integrity and intelligence of every elected official and then be thanked by the Mayor for his comments.

Councilor Montero stated what went through her mind was that it was to bad Seaside did not have a TSP five years ago. Councilor Montero further stated the unveiling of the Daddy Train Welded Sculpture would be at the Community Gardens Saturday, May 21, 2011, at 10:00 am. Councilor Montero further stated the Redistricting Committee finished the work today and all the extra people had been fit into different districts and in essence the redistricting had not changed very much.

Council President Lyons stated the Seaside High School Football Team was having a car wash on Saturday, May 21, 2011. Councilor Lyons further stated there were many great things happening in Seaside right now, and people would hear about more things in the next few days.

Councilor Phillips stated in the last five years she had written a total amount of $522,000.00 in scholarship checks for Miss Oregon. Councilor Phillips further stated July 2, 2011, was the Miss Oregon Parade.

Mayor Larson stated the All America City would really appreciate everyone's attendance at the barbeque.

COMMENTS – STAFF

Chief Gross stated the 4th Annual Child Safety Fair was Saturday, May 14, 2011, at the Fire Department. Chief Gross further stated there would be a Law Enforcement Memorial Monday, May 16, 2011, 6:00 pm, at the Convention Center.

Mr. Cupples stated Oregon Emergency Management would be doing an Earthquake and Tsunami Road show Wednesday, May 18, 2011, 6:00 pm, at the Convention Center.

ADJOURNMENT

The regular meeting adjourned at 8:38 PM.

Kim Jordan, Secretary

DON LARSON, MAYOR

Owner Name	Comment, Issues, & Questions	Staff Response
	April 11, 2011	
John Dunzer, 2964 Keepsake Dr., Seaside	I walked every street in the City speaking with people about the orignal $42,000,000.00 project which was put down because of the bypass. The community does not speak about the width of the original project. The problem was the same as in the past which was a bypass but a bypass takes a lot of work. Now the City has a poorly designed Highway 101 on the Southern portion of the City in the TSP. There was no money but there would be $90,000,000.00 spent on Highway 101 improvements which were just highway related and not the bike paths, bridges, and Wahanna Road. There was not any money and the projects would not be funded anyway. Mr. Dunzer further stated along comes the Tsunami in Japan, and the state of Oregon had no business investing any money in this location for Highway 101 because the location was totally inappropriate. The schools and hospital were being moved and the highway should be moved also. How would the people be reached at the evacuation zones and how would the schools be reached. Take one look at the Tsunami picture that comes from Japan. There should not be another dime put into Highway 101.	The current design at the south end of the project was used as the basis for traffic modeling by the consultants and it is not supported by the individual providing testimoney. In order to have any realistic chance of obtaining funding for improvements to our current transporation facilities, we need to have an adopted TSP that indicates our investments will address our expected growth in traffic over the next 20 year. The risk associated with a potential tsunami similar to the recent one in Japan could help to guide or facilitate funding for needed improvements to our facilities; however, that risk will not eliminate our current or future traffic congestion.
Kathleen Teeple, 33230 Beerman Creek Lane, Seaside	The wording in Appendix 'E' which was the access management portion of the TSP was quite specific in that it states that "in the event of the redevelopment within the US 101 overlay zone a proposed new building, structure, or the reconstruction rehabilitation or expansion of an existing site and or any circumstances where a building permit, other construction permit was sought for use or change to any of the land, building, or structures the guidelines would be triggered". Ms. Teeple asked Council to change the wording in the paragraph so that a new building permit would not trigger these regulations.	There is a "trigger" for a review under the overlay zone. The first trigger that allows for any review by the Planning Commission is a change that will create "a significant number of additional trips" . That is curretly defined as a change that would increase peak hour trips by 5 and daily trips by 30. G-30 and G-31. Appendix E only includes recommended language for future consideration under access management; however, the actual ordinance language that would "trigger" a review is included in Appendix G and that language is repeated in the ordinance that would amend the City of Seaside Zoning Ordinance.
Russ Earl, PO Box 2276, Gearhart	The schools would be relocated above Seaside Heights Elementary School at the eighty to one hundred foot level and the children would be transported up Spruce Drive. People that evacuated to the higher areas would be trapped and would have no where to go. Mr. Earl further stated Seaside needed an Emergency Tsunami exit and truck route which would be imperative. Mr. Earl further stated with the current TSP, log trucks and commercial vehicles would be stopping at eleven to thirteen crosswalks when driving through Seaside. There needed to be more will and energy to take care of a Tsunami exit. There needed to be a way out of Seaside when the Tsunami came.	The current TSP recognizes a number of improvements that would Tsunami inundation zone evacuation and potential emergency access routes. See Figure 3.27 on page 3-38 and the text on the top of Page 3-47. The TSP does not identify potential connections to the exiting logging roads located on the Weyerhauser property located outside the City's current Urban Growth Boundary. Daily traffic associated with the schools will still need to have a functional transportation system throughout Seaside in order to continue reasonable operations.
Jon Hartill, 1205 Alameda Avenue, Astoria	His biggest concern was the first part of appendix 'G' that states that access along the highway would be decided by the State what the best access would be. There were not any sidewalks in front of the Bell Buoy which helped traffic get in and out. If a sidewalk was put in then the Bell Buoy would be like the check out stand at Safeway. The Bell Buoy was the last place going out of town, impulse buys. A bypass was not what he was interested in but was interested in getting to the Lewis and Clark area to safety. All the bridges would be gone but a connection to the logging road was all that was needed. If the City were to grow then it needed to grow to higher ground and not on Highway 101.	The Oregon Department of Transporatation is the permit authority for access onto South Roosevelt (Highway 101). The TSP is intended to make this fact clear so the public understands that access to the highway is not controlled by the City. Future sidewalks would likely define actual points of access into and out of the property in an effort to more clearly define where drivers would expect ingress and egress to occur. This avoids confusion and improves public safety. Actual designs have not been completed under the TSP. The Planning Commission has suggested amendments that would provide additional notice and review of projects in an effort to help engage the public in the early stages of any project and help minimize impacts to the surrounding properties.
Linda Isle-Martin, 34112 Highway 26, Seaside	Most people went to the Planning Commission meetings and liked what happened at those meetings. There were concerns that when the Council agreed to the TSP that some of the information with the appendixes would be eliminated. The public wanted to make sure that all the appendixes would not be eliminated or changed from what the Planning Commission recommended	The Council will need to review the amendments recommended by the Planning Commission in order to determine if they support all of their proposed changes.
Lesle Palmeri, PO Box 1088, Seaside	We need an emergency route or truck route out of town. The current TSP was actually using Wahanna Road as an alternative to Highway 101. There were improvements to Avenue 'S' on one side and the Lewis and Clark intersection on the other end in hope that more people would drive along Wahanna Road instead of Highway 101 to filter the traffic out. She's not certain that people who lived on Wahanna were clear on that plan. The problem of flooding South of Seaside on Highway 101 was not addressed and where the schools would be located was not addressed. An emergency access and truck route would help in the case of a Tsunami and everyone would not be trapped up on higher ground.	See response number 3 concerning emergency evacuation routes. The public currently uses our local street system as an alternative to using the highway for local trips. Wahanna Road will continue to be utilized for local trips with or without the TSP. The improvements to Wahanna Road will provide greater public safety for alternative modes of transportation such as bikes and pedestrians; whereas the improvements to the vehicular facility remains two lane. The TSP addresses the flooding and future school location on pages 3-29 and 3-26 to 3-27.

Mr. Horning, 808 26th Avenue, Seaside	After the TSP was approved the matter of funding would come up and the difficulty of raising money for bridge replacements or for example a new pedestrian footbridge at Avenue 'S' or in that neighborhood which could save a few thousand lives when the earthquake strikes. These things would be easier to pay for if there were funding mechanisms that could be used locally. There was a Senate bill 541 which allowed a redefinition of how room taxes could be used and they would be allowed to be used on structures like bridges. Room taxes that were paid by tourists could be used towards bridges, supplies, sleeping bags, among other items. Ultimately the City would be safer and it's all about saving lives. Expanding the UGB is a complicated problem and we may need to discuss ways DLCD could allow for other needed evacaution facilities. As for the current road systems, they would be adequate for the ingress and egress after the Tsunami because the junk would just need to be pushed out of the way but the bridges were what people should be worried about.	No deficiencies in the TSP were associated with this testimony; however, changes to transient room tax laws could add to the list of potential funding sources identified in Table 5.4 page 5-5.
	April 25, 2011	
John Dunzer	The TSP supports the improvement of alternative routes to help alleviate the congestion on Highway 101. House Resolution 3 indicates the State Legislature wants to have all the funding priorities reshuffled and to put the ones related to Seismic Safety and Tsunami Preparedness at the top of the list. I did not support the bypass when we had the money to improve our roads 7 years ago but now we don't have any money and we should improve the city by building the bypass because now the state will support funding for it. We should	The bypass concept is referenced on TSP pages 3-27, 3.28, & 3-29. As explained in the plan, the bypass is an idea for a potential project outside of the 20 year timeframe of this plan and it would involve lands that are outside the City limits of Seaside and the City's Urban Growth Boundary (UGB). Although there has been an expressed interest in moving some critical facilities outside the tsunami inundation zone, in the case of a Cascadia Subduction Zone event, any potential bypass route would be subjected to extreme ground shaking that would likely cause multiple failures in very difficult terrain. The Planning Commission's recommendation (See finding 5b & 6c attached) includes modifications to the text that addresses the bypass and County Manager Duane Cole has also provided a letter that addresses the complexities of establishing a bypass. The current TSP recognizes a number of improvements that could be supported by any new funding available for Seismic Safety and Tsunami Preparedness (e.g. new bridges for vehicles and pedestrians & high ground connector trails). Improving inundation zone evacuation routes would be a high priority for tsunami preparedness funding. See TSP pages 3-11 & 3-12 phase 1b addressing bridge reconstruction and connection of 24th with Lewis and Clark Road; 3-44, Table 3.21 addressing pedestrian bridges, 3-47, Table 3.24 addressing high ground connect pathways, and Appendix A-10, Policy 1E Lifeline Routes. **In an effort to formally address the added evacuation benefits provided by pedestrian bridges, the following sentence should be added after the first sentence on page 3-44, "These facilities will also provide seismically resistive emergency evacuation routes."**
Leslie Palmeri	The current Comprehensive Plan makes reference to a by-pass and it also recognizes the fact that we have County Roads within our Urban Growth Boundary. We should be working with the County to solve our transportation problems and if we can't develop a by-pass maybe we should be calling it an emergency access road or a truck route. There is no sense in disrupting peoples businesses and lives and taking their property when we should be moving schools, hospitals, and everything up on the hill for safety.	The Planning Commission's recommendation (See finding 5b & 6c attached) includes modifications to the text that addresses the bypass. The bypass concept is referenced on TSP pages 3-27, 3.28, & 3-29. As explained in the plan, the bypass is an idea for a potential project outside of the 20 year timeframe of this plan and it would involve lands that are outside the City limits of Seaside and the City's Urban Growth Boundary (UGB). Although there has been an expressed interest in moving some critical facilities outside the tsunami inundation zone, in the case of a Cascadia Subduction Zone event, any potential bypass route would be subjected to extreme ground shaking that would likely cause multiple failures in very difficult terrain. Failure to support improvements to the current system would be the equivalent of supporting the no build alternative and the plan documents the continued degradation in intersection performance under this scenario in Appendix I pages I-4 & I-5. Failure to plan for future improvements to the system would not be in the best interest of the residents and businesses throughout Seaside or the region. Schools and Hospitals are not funding with transportation dollars and they are not improvements that are addressed in the TSP. TSP pages 3-26 & 3-27 recognize the efforts that are currently underway to further school and hospital relocation but they are preliminary at this point in time. Also see Response 1, seismically resistive evacuation routes.
Fred Jackson Taco Bell / KFC	There was a plan that existed to add a center lane through the City which should be continued since there was enough land without disrupting all the businesses in Seaside. The area by Avenue 'F' and Avenue 'G' was kind of suicidal during the summer. To take a plan and add four lanes through town and take all these businesses out did not make since. Mr. Jackson further stated the only way to receive funding was to create a by-pass or something that would take the trucks and other vehicles around. The flow through town was like Tillamook and Lincoln City actually had a middle lane through their City and did not have any congestion problems at all. To spend all that money in Seaside and take businesses out does not make any sense when a stop light could do the same thing. The City did need sidewalks and a plan that would work but Mr. Jackson was opposed to putting the TSP in the way it was now. The plan only makes sense to those who wrote it.	F & G realignment is referenced on TSP page 3-39. Although Map Figures 3.13 & 3.14 (pages 3-19 & 3-20) show two lights, the two light option is not discussed as a fourth option. This option was discussed in Appendix D & H (page D-21 & H-102 & H-103) as an alternative that could minimize impacts to local businesses. Installation of coordinated stop lights at Avenue F and Avenue G could be incorporated into the plan by amending the plan to read, "Four options are carried through the planning phase (shown as Figure 3.13): Option 1: Realign Avenue F only; Option 2: Realign Avenue G only; Option 3: Realign both Avenues F and G; and Option 4: Retain current alignment and signalize F. If necessary, establish coordinated signalization at Avenue F & G so they operate as one light." This change was recommended by the Planning Commission. The TSP page 3-18 states: "With a couple of possible exceptions, the center lane will likely have to be developed as a continuous two-way center turn-lane. While this type of turn lane is not generally favored by ODOT, the very short block lengths and limited opportunities for access to adjacent properties make developing separate adjacent left-turn pockets impractical, for the most part." The Planning Commission rec
Russ Earl, PO Box 2276, Gearhart	I spoke with Dough Dougherty about moving the schools out of the tsunami inundation zone and he stated he would have an exact location for schools to the east of Seaside Heights Elementary located at the eighty to one hundred foot level. The secondary issues would also be resolved within five years. Mr. Cupples stated that Seaside's Urban Growth Boundary would follow schools up the hills. Mr. Earl further stated when a determination was made the effects of the South County would be tremendous which would be school activities, parents following their children, the high school, middle school, elementary schools, and most likely Cannon Beach School also would be relocated. When all of this happened would sidewalks be needed, stoplights that were planned through the downtown. After the conversation with Mr. McKinnley it was appropriate to say the TSP should not be tabled and needed to be completed but since the preparation of the TSP the earthquake in Japan had happened and Tsunami Preparedness in Seaside was a big issue.	Improvements to highway will still be needed even if schools are relocated. The existing development pattern in Seaside and traffic volumes will still need to be addressed by a plan. Public school improvements are not a component of the TSP but some of the projects under the TSP would provide additional evacuation potential in case of an emergency. See Figure 3.27 on page 3-37. Also see Response 3 and 8.

TSP Draft Revised Findings: The following is a list of the revised findings based on the City Council's review during their meeting on May 9th. Newly deleted information is highlighted in yellow while newly added information is highlighted in green.

5a. Flooding- Amend the flooding text in the TSP (Page 3-29) to include the Port of Astoria and Gearhart as contributing entities. The third to the last sentence would be revised to read, "In 2009, the Cities of Astoria, Cannon Beach, Gearhart, Seaside, and Warrenton, along with Clatsop County, the Port of Astoria, and ODOT, agreed to pool resources for a hydraulic study." The additional text suggested by the hydrologist is very specific and unnecessary.

5b. Bypass- Amend the bypass text in the TSP (Page 3-29) to include regional nature of such a facility. The text preceding the steps would be revised to read, "A number of steps are required to ~~forward~~ further a bypass. Based on the regional implications, the following steps should include the participation of ~~stakeholders throughout Clatsop County~~ other municipalities, Clatsop County, the Oregon Department of Transportation (ODOT), and the Federal Highway Administration."

5c. F&G Realignment- Amend the F&G text in the TSP (Page 3-19) to include Option 4. The last sentence in the paragraph would be revised to read, "Four options are carried through the planning phase (shown as Figure 3.13): Option 1: Realign Avenue F only; Option 2: Realign Avenue G only; Option 3: Realign both Avenues F and G; and Option 4: Retain current alignment and signalize F. If necessary, establish coordinated signalization at Avenue F & G so they operate as one light." No additional amendments are necessary to support the forth option.

5d. Three Lane from C to G- Amend widening project 8 in the TSP (Page 3-18) from G to Holladay by adding an additional three lane widening from C to G. The following text would be added below Table 3.9, **8a. US 101 Cross-section – Three Lanes between Avenue G and Avenue C** US 101 would be expanded to three lanes between Avenue G and Avenue C. This would create future continuity with the widening between G and Holladay and act as a preliminary phase to the F & G realignment (see project 9). This project would provide benefits similar to those previously discussed under the G to Holladay widening by providing a three lane cross section that will promote safer and smoother traffic flow along US 101 by eliminating the queues that currently develop when vehicles stop in the travel lane to turn left. Table 3.9.1 presents the cost estimate for the US 101 cross section between Avenue G and Avenue C.

Table 3.9.1 US 101 Cross-section Cost Estimate – Avenue G to Avenue C

Improvement	Estimated Cost (2010 $)
8a. US 101 widening to three lanes between Avenue G and Avenue C	$923,000.00

This project would also be added to Table 3.25 starting on TSP Page 3-50.

5e. Constrained Right of Way – Amend the available right of way in the TSP (Page 3-17) project 7 to reflect the available width. The last sentence in the second paragraph would be amended to read, "Available right-of-way through this section appears to be between 62 and 110'.

The initial response to the five lane included a timing component for this project so that it would not be considered until other projects were completed; however, due to the level of concerns expressed over the potential impacts from this project and the fact this project is considered outside the 20 year time frame, the following text should be added to the first paragraph explaining this project is outside the twenty year timeframe. "*Although this project received strong support during the development of the TSP, public concerns expressed over this project's potential impacts to the surrounding uses has removed it from the list of projects in the Very long category. This project may be reclassified as one of the Considerations for the Next TSP Update identified later in this Chapter.*" The reference to this project will also need to be removed from Table 3.25 in TSP (Page 3-50). ~~The consultants have been contacted to determine if there are any adverse impacts associated with this proposed amendment to the plan.~~

5f. Minimize Impacts & Notification of Project Design – Amend the Comprehensive Plan Policy 1 in TSP (Page G-46) to include impact reduction and design notification text. The following text would be added at the end of the policy, "and future designs must attempt to minimize impact to the abutting properties and their uses. The City and the Oregon Department of Transportation shall work cooperatively to notify property owners that abut TSP projects at the time design funding is approved so they can provide input at an appropriate time."

5g. Minimize Impacts from Shared Use Pathways – Amend the Shared Use Pathway text in TSP (Page 3-41) to consider least impact option. The second sentence would be amended to read, "The US 101 Path should be extended north to the city limits and North Gateway Park, as well as south to the city limits unless it is shown that a more traditional sidewalk and bike lane would minimize the impacts to abutting properties due to right of way constraints."

5h. Consideration of Modified Designs – Amend the Table 3.1 in TSP (Page 3-4) to recognize an additional footnote that will permit modifications subject to safety and operational constraints. Footnote 5 would be added to read, "5. When proposed improvements to existing roadways are constrained by limited right-of-way or existing improvements, these standards may be further modified; provided public safety and operational concerns can be adequately mitigated." The number 5 would be noted at the Table heading.

5i. Reclassification of Street Segment – Amend Figure 3.2 in the TSP (Page 3-5) to reflect the Minor Collector designation for that portion of 12th Avenue between Necanicum Drive and Franklin.

5j. Modify Avenue S Cross-section – Amend the cross section description at the introduction of project 10 in TSP (Page 3-21) to reflect a 40' wide design. The second sentence would be amended to read, "From US 101 east to the

bridge crossing Neawanna Creek, Avenue S would have a 10' wide shared pathway on the north side, two twelve foot travel lanes, and a 6' sidewalk on the south side (Figure 3.15)." Figure 3.15 would be amended to reflect the 40' wide cross-section.

6a. Chamber of Commerce Reference – Amend the Chamber of Commerce reference in TSP (Page 3-16) so the second to the last sentence in project 6 will read, "The building in the northeast quadrant of this intersection is occupied by the Seaside Chamber of Commerce and the Seaside Visitor's Bureau; and, it has adequate setback to accommodate this widening."

6b. Include Missing Cost – Amend Table 5.1 in TSP (Page 5-2) for Project 8. This table will include the cost of "$2,133,000".

6c. Additional Bypass Policy – This policy would be added to the Comprehensive Plan TSP Appendix G (Page G-47). The policy would read, "15. While it is recognized that a bypass of Highway 101 is outside of the Seaside TSP considerations, as an interested stakeholder, the City of Seaside will actively participate with Clatsop County's efforts to consider the future development of a bypass highway that would extend from Highway 26 to Highway 30 along with other municipalities, the Oregon Department of Transportation (ODOT), and the Federal Highway Administration." This text is supported by the written comments proposed by Commissioner Carpenter.

6d. Additional Flooding Policy – This policy would be added to the Comprehensive Plan TSP Appendix G (Page G-47). 16. The policy would read, "While it is recognized that the flooding of Highway 101 south of Seaside is outside of the Seaside city limits, as an interested stakeholder, the City of Seaside will support the County wide efforts to solve the flooding problem and seek funding to develop the solution." This text is supported by the written comments proposed by Commissioner Carpenter.

6e. Additional Transportation Policy – This policy would be added to the Comprehensive Plan TSP Appendix G (Page G-47). 17. The City of Seaside shall establish a Transportation Advisory Commission that will conduct a public review of transportation projects identified in the Transportation System Plan (TSP) at the time project design funding is programmed or secured. This Commission is intended to provide affected parties a venue to provide early, open, continuous, and meaningful opportunity to influence decisions about proposed transportation activities within the urban growth boundary. It would also be the Commission's responsibility to provide input concerning periodic updates and major revision to the adopted TSP. This text is supported by the written comments proposed by Commissioner Carpenter.

6f. Shorten Zoning Ordinance Amending Text – Pages G-9 through G-19 all include a reference to Section 3.022 6 for a General Transportation Facility Improvement and 3.023 13 for a Significant Transportation Facility Improvement. The original intent was to define these in the definitions Section 1.030 (Page G-8 and G-9) so it could simply be referenced in each zone. Each zone should include the text in Section 3.022 6 under the permitted uses and the text in Section 3.023 13 under the conditional uses in

an effort to remove the redundant text being proposed in each zone.

6g. Correct the Removal of Needed Text – Page G-26 proposed the elimination of Zoning Ordinance Section 10.080. This entire section needs to be retained and should not be deleted from the Zoning Ordinance.

6h. Clarification of Significant Traffic Review Trigger – Amend the text in Section 3.404 (Page G-31) to clearly recognize prior demand by adding more text. The last sentence in the third paragraph would be amended to read, "An evaluation of compliance with the standards of this Overlay Zone shall be conducted by ODOT and the Seaside Planning Commission, and shall comply or be brought into compliance prior to the issuance of any permits or approvals; if any of the following circumstances will generate a significant number of additional trips over the prior use."

6i. Recognize Public Input – Provide an additional Appendix that recognizes the amendments made to the draft TSP based on concerns expressed during public testimony and deliberation by the Planning Commission & City Council.

The following finding identifies an additional amendment that was based on comments that were made during the City Council's public hearing. It was referenced in the matrix that was handed out during the last Council meeting.

7a. **Lifeline Routes. In an effort to formally address the added evacuation benefits provided by pedestrian bridges, the following sentence should be added after the first sentence on page 3-44, "These facilities will also provide seismically resistive emergency evacuation routes."**

SEASIDE BUDGET COMMITTEE

The Seaside Budget Committee meets publicly to review the budget documents as proposed by the budget officer. The budget committee receives the budget and budget message and provides an opportunity for the public to ask questions about and comment on the budget. The committee also approves a budget, and, if ad valorem property taxes are required, approves an amount or rate of tax for all funds that receive property taxes.

The budget committee is composed of the governing body and an equal number of electors appointed by the governing body. All members of the budget committee have equal authority. An elector is a qualified voter who has the right to vote for the adoption of any measure. If the governing body cannot find a sufficient number of electors who are willing to serve, those who are willing and the governing body become the budget committee.

Applicants for the Budget Committee need to be registered voters of the City of Seaside for at least one year prior to serving on the Committee. The appointive members of the budget committee cannot be officers, agents or employees of the local government. Spouses of officers, agents or employees of the local government are not barred from serving on the budget committee if they are qualified electors and not themselves officers, agents, or employees. Appointive members of the budget committee are appointed for three-year terms.

The committee shall elect a presiding officer from among the members at the first meeting. No member of the budget committee may receive any compensation for their services as a member of the committee.

COMMITTEE/COMMISSION APPOINTMENT

1. **Date Council Notified:** January 10, 2011

   Name: **Dana Phillips**

   Commission/Committee: Budget Committee

   Resignation Date: **Phillips – January 3, 2011**

   Term Expiration Date: **December 31, 2011 – Phillips**

   Wants to be considered again: Phillips – No

2. **Applicants:**

3. **Nominations:**

4. **Appointment:**

CITY of SEASIDE

OREGON'S
FAMOUS
ALL-YEAR
RESORT

989 BROADWAY
SEASIDE, OREGON 97138
(503) 738-5511

BUDGET COMMITTEE

Term of Office: 3 years

Number of Members: 14 (Includes City Council)

NAME	ADDRESS	PHONE	TERM EXPIRES
GUY WILLIAMS	1125 N. HOLLADAY DR.	738-5342	12/31/2011
REBECCA BUCK	P O BOX 1152	738-3045	12/31/2011
VACANCY			**12/31/2011**
GAYLE SPEAR	50 7TH AVENUE	738-7942	12/31/2012
ROBERT JOHNSON	2358 S. EDGEWOOD	717-1824	12/31/2012
LES MCNARY	1624 S. FRANKLIN	738-0759	12/31/2013
DALE MCDOWELL	3760 SUNSET BLVD.	717-8084	12/31/2013

COMMUNITY CENTER & SENIOR COMMISSION

The purpose of the Community Center and Senior Commission is to be an advisory body to recommend and make suggestions to the City Council concerning matters relating to the well being of the community center and seniors of the city. Receive direction from the Council concerning matters relating to the well being of the community center and seniors of the City.

The commission consists of nine members who are not officials or employees of the city and who shall be appointed by the City Council. A minimum of five members shall reside within the city limits; a maximum of four members may reside within the Urban Growth Boundary, but outside the City limits.

A Community Center and Senior Commissioner's term of office shall commence on June 1, of each year of his/her term. At the first Commission meeting in June, the Commission will appoint one of their members as Chairperson and one as Vice-Chairperson. One member of the Commission will serve as secretary and minutes will be filed with the City Council.

The Commission shall hold a regular meeting at least once each month of the calendar year. The meetings shall be open to the public. Any person appointed to serve on this committee who misses three or more regularly scheduled meetings during a 12-month period shall be notified by letter from the Mayor that the position must be vacated. The individual may appeal the decision to the City Council. (A 12 month period is defined as beginning in January of each calendar year.)
The members shall serve without salary or compensation of any nature. "The members shall serve without salary or compensation of any nature."

COMMITTEE/COMMISSION APPOINTMENT

1. **Date Council Notified:** May 9, 2011

   Name: **Dorothy Johnson**

   Commission/Committee: Community Center & Senior Commission

   Resignation Date: **Deceased - Johnson**

   Term Expiration Date: **June 1, 2013 – Johnson**

   Wants to be considered again:

2. **Applicants:**

3. **Nominations:**

4. **Appointment:**

CITY of SEASIDE

OREGON'S
FAMOUS
ALL-YEAR
RESORT

989 BROADWAY
SEASIDE, OREGON 97138
(503) 738-5511

COMMUNITY CENTER & SENIOR COMMISSION

Term: 3 years

Number of Members: 9

NAME	ADDRESS	PHONE	TERM EXPIRES
LOUIS NEUBECKER	1859 BROADWAY	717-0152	6/01/2012
JUNE STROMBERG	507 15TH AVENUE	738-6332	6/01/2012
LEILA VERNOR	764 3RD AVENUE	738-4352	6/01/2012
PIPER O'BRIEN	720 S. LINCOLN	738-3169	6/01/2013
GRETA PASSETTI*	2556 QUEEN ST.	738-6583	6/01/2013
VACANCY			6/01/2013
DORIS SNODGRASS	1185 AVE. 'E'	738-7827	6/01/2014
JOE (FRED) FISHER	2556 QUEEN ST. #1	738-9897	6/01/2014
JOAN BOESEN	PO BOX 967	717-1302	6/01/2014

*CHAIR

TOBACCO *Free* COALITION
OF CLATSOP COUNTY

May 4, 2011

To Mayor Larson and the members of the Seaside City Council,

The Clatsop County Tobacco-Free Coalition requests the City of Seaside, Oregon to participate in a county-wide *Voluntary Tobacco-Free Parks Initiative*. The purpose of the initiative is to post signs encouraging park users to voluntarily refrain from using tobacco products while on park grounds.

Tobacco-free public park areas ensure that all citizens have a healthy recreational environment. Compliance with the proposed initiative is entirely voluntary. Our goal is for municipal and county parks, *countywide*, to post signage for tobacco free parks. To date Clatsop County, Astoria, Gearhart, and Cannon Beach have shown interest in participating. On March 7th, Astoria City council voted to approve the program.

The Tobacco Prevention and Education Program of Clatsop County Public Health will fund the signs. A countywide *"Happy, Healthy Parks"* art contest for kids will provide the artwork for the signs to be posted in the parks. The focus for this program is about promoting a healthy environment for all as opposed to a negative "no smoking" message. Please see the attached pictures for an example.

The citizens of Seaside support a Voluntary Tobacco-Free Park Initiative. Local supporters include Seaside Kiwanis, Seaside Parks Advisory Committee, Sunset Empire Park and Recreation District, The Cleanup Set, and the Commission on Children and Families.

Thank you for your consideration.

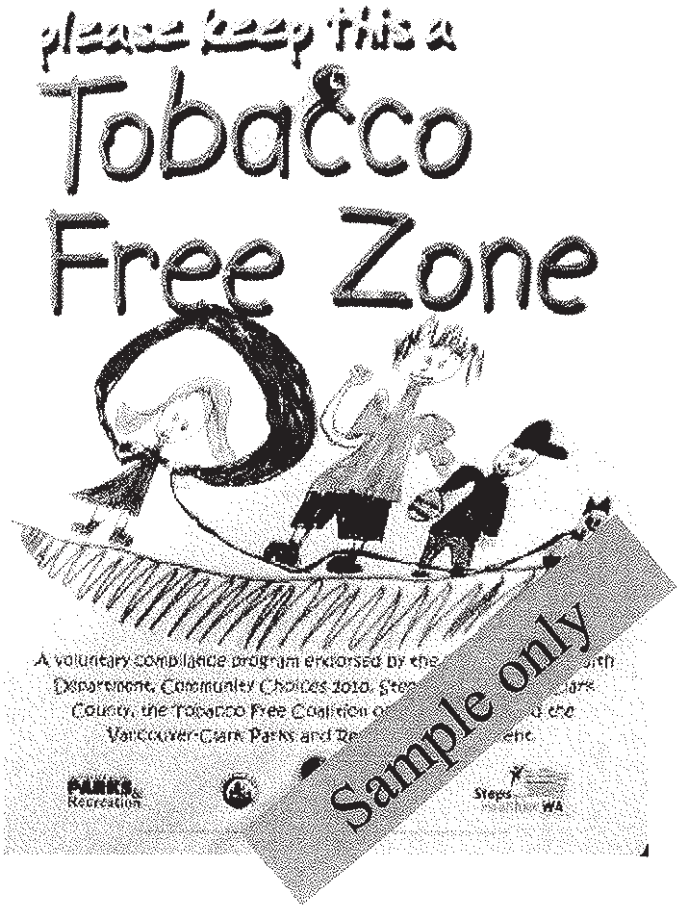
Jill Quackenbush
Prevention Supervisor

Steven Blakesley
Health Promotion Specialist

820 EXCHANGE STREET, SUITE 100 · ASTORIA, OREGON 97103

Voluntary Park Signage

- Art work done through kids contest
- Digitally printed aluminum signs (locally)
- Can include municipality logo



Cartwright Park (north)

Cartwright Park (nw corner)

ORDINANCE NO. 2011-06

AN ORDINANCE OF THE CITY OF SEASIDE, AMENDING CHAPTER 31, BOARDS, COMMISSIONS, AND COMMITTEES, BY ADDING A NEW SECTION 31.06, REGARDING THE ESTABLISHMENT OF A TRANSPORTATION ADVISORY COMMISSION

WHEREAS, the City of Seaside would like to establish a forum for public input into future transportation improvements in the City of Seaside; and

WHEREAS, the impact of future transportation improvements can directly affect local residents and businesses and the City Council, Planning Commission, and Seaside Improvement Commission are sensitive to these concerns; and

WHEREAS, the City Council believes the establishment of one commission responsible for reviewing and advising on transportation projects would simplify public access to transportation information in the City of Seaside; and

WHEREAS, the City of Seaside wishes to improve coordination of all transportation projects and improvements with other jurisdictions (local, state, and federal.)

NOW, THEREFORE, THE CITY OF SEASIDE ORDAINS AS FOLLOWS:

31.060 CREATION

A Transportation Advisory Commission is hereby created as an advisory body to make recommendations to the City Council on matters concerning transportation and proposed transportation projects.

31.061 MEMBERSHIP

The Transportation Advisory Commission shall consist of seven members who are not employees of the City of Seaside and who will be appointed by the City Council. A minimum of five members shall reside within the city limits; a maximum of two members may live outside the city limits in order to represent concerns of neighboring properties and jurisdictions.

A vacancy shall occur upon death, resignation, or inability to serve. Resignations, when made, shall be addressed in writing to and accepted by the Mayor. The Mayor, with approval of the Council, may remove a member for cause deemed sufficient by the City Council. Successors shall be appointed by the City Council for the unexpired term.

Any person appointed by the City Council to serve on this Commission who misses three regularly scheduled meetings during a twelve month period, and can not provide adequate written cause to the Mayor, shall be notified by letter that the position must be vacated. The individual may appeal the decision to the City Council. (A twelve month period is defined as beginning in September of each year.)

The members shall serve without salary or compensation of any nature.

31.062 TERMS

Appointment shall be for a four-year term. Any portion of a term exceeding one-half the period of the term shall be considered a full term. A Transportation Advisory Commissioner's term of office shall commence on the first day of September of the first year of his/her term, and shall be for four years, or until an incumbent's successor is appointed and qualified.

31.063 OFFICERS

Each year, at the first Commission meeting in September, the members shall appoint one of their members as Chairperson and one as Vice-Chairperson. City staff shall serve as Secretary to the Transportation Advisory Commission. Minutes of all meetings will be filed with the City Council.

31.064 MEETINGS

The Commission shall hold a regular meeting at least once each month of the calendar year. The meetings shall be open to the public and legally noticed.

31.065 DUTIES OF COMMISSION

The Transportation Advisory Commission shall have the powers and duties which are now or may hereafter be assigned to it by Charter, ordinance, resolution or order of this city and in addition it will:

Assist the City Council in recognizing community priorities by advising on transportation policies and goals;

Increase
Increasing communications between the City, the public, the Oregon Department of Transportation (ODOT), the County, and all interested parties;

Reduce misunderstandings concerning transportation planning, design, and construction;

Review current transportation related ordinances and recommend amendments;

Review proposed transportation projects planned for the City of Seaside and make recommendations;

Review the City of Seaside Transportation Systems Plan every five years and report to the City Council;

Complete other projects, as they relate to transportation, as directed by the City Council.

31.066 ASSISTANCE OF CITY, COUNTY, AND STATE OFFICIALS

The Commission may obtain the advice, recommendation, and assistance of any City official deemed necessary to provide quality assistance to the City Council. In addition, the Commission may seek professional advice from County and State transportation officials as deemed necessary.

31.067 RULES OF PROCEDURE

Except as otherwise established by the City, the Transportation Advisory Commission may adopt rules governing conduct of its business.

31.068 POWERS

The Transportation Advisory Commission is not a jurisdictional agency, has no fiscal powers, and in accordance with the City Charter, is not authorized to review allegations and inquires related to the actions of any member of a public agency.

ADOPTED by the City Council of the City of Seaside on this __day of _____, 2011, by the following roll call vote:

YEAS:
NAYS:
ABSTAIN:
ABSENT:

SUBMITTED to and **APPROVED** by the Mayor on this ___ day of _____, 2011.

_____
DON LARSON, MAYOR

ATTEST:

_____
Mark J. Winstanley, City Manager